do not know—should be identified and resisted. I do not know what exactly was the thrust of Mr. Chavan's argument.

SHRI SB. CHAVAN: The thrust of my argument was development aspect only.

THE VICE-CHAIRMAN (SHRI TRILOKI NATO CHATURVEDI): He wants them to be made more effective to serve the purpose— financially as well as from the development point of view.

SHRI INDRAJIT GUPTA: So, this is not a question on which we have to say either yes or no. The point is, these Boards have come into existence. We did not bring them into existence. *(Interruptions).*

THE VICE-CHAIRMAN (SHRI TRILOKI NATH CHATURVEDI): Through your good offices, he wants more resources at least so tha.t the Boards serve the intended purpose, apart from the role of the State.

SHRI INDRAJIT GUPTA: Those regions which have been neglected and kept backward will naturally require more resources. That is the meaning of equitable distribution. But there must be better monitoring of those resources also. As we know in this country, vast sums of money can be allocated. But one has to keep a watch on where that money goes, how it is spent, whether it reaches the people for whose benefit it is actually meant and all that. So, some procedure has to be worked out to make these Regional Boards in Maharashtra more effective.

As far as Konkan is concerned, the other day, while replying to the discussion. I had said that the question of a separate Board for Konkan is an issue on which we at least have got an open mind. We have not closed the matter. If it is necessary, if we find that one of the boards which have been set up in one or the other parts of Maharashtra, is not in a position to give any kind of fair deal to the Konkan, well, we will review it again and we will see whether it requires to be provided for in a different way, but I am surprised that the people are so much agitated and worked up about Vidarbha but nobody has said much about the Konkan region which is by far the most backward of all and I do not know how much revenue it generates, but I am sure that it is really a reservoir of labour going to the city of Bombay to work in mills and factories there. Most of them are Konkani workers. They don't have anything to sell but their labour power. And that is a backward area. Sir, anyway, all these have to be taken into account and whether the regional boards are the best method of doing it is to be examined. You see, it could not have come up at all if the State Government of Maharashtra had been more responsive to the regional aspirations of the people and had not neglected the whole question of regional imbalances, but apparently that has led to this situation now, and let us put our heads together and try to find a way out and see whether these regional boards can be put on a more democratic and equitable basis so that they can meet the needs of the people more effectively. Sir, that's all I have got to say.

THE VICE-CHAIRMAN (SHRI TRILOKI NATH CHATURVEDI): We will now have a Half-an-Hour Discussion.

HALF-AN-HOUR DISCUSSION

On points arising out of answer to Unstarred Question no. 347 given on 17th July, 1996 regarding augmentation of Central Road Fund

[THE VICE-CHAIRMAN (SHRI MD. SALIM) in the chair.]

श्री महेश्वर सिंह (हिमाचल प्रदेश): उपसभाध्यक्ष, महोदय, मैं आपकी अनुमति से मेरे द्वारा इस माननीय सदन में 17 अप्रैल, 1996 को पूछे गए लिखित प्रश्न के उत्तर से उत्पन्न मुद्दों पर चर्चा करने के लिए खड़ा हुआ हूं।

महोदय, मैं इस चर्चा के माध्यम से और आपके माध्यम से इस माननीय सदन के समक्ष एक अत्यन्त ही महत्वपूर्ण विषय रखना चाहूंगा। यह बात सर्वविदित है कि सड़कें हमारे जीवन की रेखायें हैं और विशेषकर उन पहाड़ी प्रांतों के लिए जहां यातायात का साधन एकमात्र सड़क है। इन सड़कों का रोल उस प्रदेश के विकास में एक महत्वपूर्ण भूमिका निभाता है।

महोदय, यह बहुत दुर्भाग्यपूर्ण बात है कि जितना धन हमें सड़कों के निर्माण पर देना चाहिए उतना धन हम नहीं दे पा रहे हैं। फलस्वरूप चाहे कोई राष्ट्रीय राजमार्ग हो, चाहे कोई प्रदेश की अपनी सड़क हो और चाहे कोई ग्रामीण

सड़क हो, सब सड़कों की आज दुर्गति हो रही है। उन सड़कों के रख-रखाव और उनकी मरम्मत के लिए कहीं भी पैसा उपलब्ध नहीं है। इस बात के महत्व को देखते हुए सन् 1929 में सेंट्रल रोड फंड की स्थापना की गई थी और यह निर्णय किया था कि जितने भी पेट्रोल की खपत होती है, उस पेट्रोल की कीमत पर 3.5 पैसा प्रति लिटर के हिसाब से सेंट्रल रोड फंड में जमा किया जाएगा। यह व्यवस्था आज भी 65-66 वर्ष बीत जाने पर भी देश में लागू है। इसमें कोई परिवर्तन नहीं आया। मैं यह बात आपके माध्यम से इस सदन में ध्यान में लाना चाहूंगा कि जो पैसा सेंट्रल रोड फंड से प्रांतों को दिया जाता है वह केंद्र सरकार ऐसे बांटती है मानो किसी को खैरात दी जा रही हो। आज खैरात देने की जरूरत नहीं है बल्कि उनको उनका अधिकार दिए जाने की जरूरत है।

महोदय, 17 मई, 1995 को मैंने अपना लिखित प्रश्न संख्या 6329 पूछा था और उस प्रश्न में मैंने यह जानना चाहा था कि वर्ष 1994-95 के दौरान केंद्रीय सड़क निधि के लिए कुल कितनी धनराशि उपलब्ध कराई गई। तो सरकार ने उत्तर दिया कि कुल मिलाकर 58.24 करोड़ दिया गया। फिर इसी प्रकार का प्रश्न मैंने 10 जुलाई, 1996 को पूछा, तो सरकार ने मौलिक उत्तर में कहा कि केवल 15 करोड़ रुपया सेंट्रल रोड फंड में उपलब्ध कराया गया। ताकि विभिन्न प्रान्तों को सड़कों के रख-रखाव और निर्माण के लिए पैसा दिया जाए।

उपसभाध्यक्ष (श्री मोहम्मद सलीम): महेश्वर सिंह जी यह आधे घंटे की डिसक्सन है। आधा घंटा पूरी डिसक्सन के लिए है, आपके लिए नहीं है।

श्री महेश्वर सिंह: मैं 15 मिनट में अपनी बात समाप्त करूंगा।

उपसभाध्यक्ष (श्री मोहम्मद सलीम): चार लोगों ने नाम दिये हैं और मंत्री जी का जवाब भी सुनना है।

श्री महेश्वर सिंह: मैं तो मंत्री जी की मदद कर रहा हूं इस प्रस्ताव को ला कर के। इसके महत्व को देखते हुए 13 मई, 1988 को इस माननीय सदन में तत्कालीन भूतल परिवहन मंत्री श्री राजेश पायलट जी ने दोनों सदनों में एक ही दिन में प्रस्ताव रखा और उस प्रस्ताव में जो प्रावधान रखा, मैं उसकी ओर आपका ध्यान दिलाना चाहूंगा। उसमें यह प्रावधान किया गया था क्योंकि 1929 में केवल पेट्रोल था, डीज़ल था नहीं, उन्होंने यह प्रस्ताव रखा 13 मई, 1988 को इसमें यह प्रावधान रखा कि जो भी मूल पेट्रोल डीज़ल की कीमत है उस पर पांच प्रतिशत के हिसाब से उसकी कीमत में से सेंट्रल रोड फंड में जमा होगा। यही नहीं आगे उन्होंने यह भी प्रावधान रखा कि यह जो पांच प्रतिशत मूल कीमत पर पैसा है जो सेंट्रल रोड फंड में जमा होगा उसका वितरण कैसे किया जाएगा। आधा परसेंट सेंट्रल रोड फंड के रख-रखाव के लिए आर्थिक खर्चा प्रशासन के लिए और साढ़े पैंतीस परसेंट राष्ट्रीय उच्च मार्गों के रख-रखाव के लिए, मरम्मत के लिए और 64 प्रतिशत संबंधित प्रान्तों को जाएगा। उसमें यह ध्यान रखा जाएगा कि उस प्रान्त में पेट्रोल और डीज़ल की खपत कितनी है। खपत के आधार पर यह 64% पैसा जो था वह संबंधित प्रान्तों को जाना था। इसमें एक और महत्वपूर्ण प्रावधान किया कि यह पैसा लैप्स नहीं होगा। अगर कोई प्रान्त समय रहते इस पैसे को केन्द्र से न मांग सके तो उसको यह अधिकार रहेगा कि आने वाले वर्षों में वह अपना अधिकार ले सकेगा। लेकिन दुर्भाग्यपूर्ण बात यह है कि इस प्रस्ताव को पारित हुए आज 8 वर्ष बीत गये, 1992 से ले कर लगातार मैंने इस संदर्भ में इस सदन में और उस सदन में 12 प्रश्न पूछे है लेकिन सब का एक ही घिसा-पिटा जवाब मिलता है। यह मामला उच्चस्तरीय केबीनेट सब कमेटी के विचारार्थ है, इस मामले में अन्तिम निर्णय लेने के लिए कोई निश्चित समय बताना कठिन है। मैं आपका ध्यान इस माननीय सदन में 23 फरवरी, 1994 को मेरे ही दल के एक साथी श्री जगन्नाथ सिंह द्वारा पूछे गये प्रश्न और मेरे द्वारा पूछे गये अनुपूरक प्रश्न की ओर दिलाना चाहता हूं जिसमें मैंने यह सब बातें दोहराई और उसका जवाब उस समय के मंत्री श्री जगदीश टाइटलर जी ने दिया।

श्री गया सिंह (बिहार): आज के मंत्री से पूछें। (व्यवधान)

श्री महेश्वर सिंह: महोदय इन्होंने भी यही जवाब दिया था, एक ही घिसा-पिटा जवाब दिया। उस समय के मंत्री ने जो जवाब दिया, मैं उसकी तरफ आपका ध्यान दिलाना चाहूंगा-

> "It is true that the revised resolution will give five per cent of the basic price of petrol and diesel for a particular State. It is also true that 64 per cent will be given to the State Governments and 35.5 per cent will remain for the National Highways. Presently we are getting only Rs. 18 crores through the Central Road Fund, and that also, what is being given by the Finance Ministry is only Rs. 9 to 10 crores. It is also true that the resolution was passed in 1988 by both the Houses of Parliament. I am glad that

you are helping me. I am completely on the same wave length as you are. The Prime Minister is also thinking in the same way. Please listen to me. You must listen to me. So, on the basis of that, the Cabinet took a decision on 24th December, 1993. A group of Ministers was formed. The members of the group are: The Deputy Chairman of the Planning Commission, Dr. Manmohan Singh, Shri Shukla, Capt. Satish Sharma, Shri Bhardwaj and I."

मैंने फिर जानना चाहा था कि जब दोनों सदनों ने यह प्रस्ताव पारित कर दिया और यह कोई निजी प्रस्ताव नहीं था, यह प्रस्ताव सरकार की तरफ से आया, केबीनेट ने पहले इस पर चर्चा की होगी तभी तो सदन में प्रस्ताव आया और सदन द्वारा पारित प्रस्ताव को इंपलीमेंट न करना क्या मानहानि का प्रश्न नहीं है। तो चेयरमैन महोदय ने मुझे आज्ञा दी, प्लीज सिट डाउन और मैं बैठ गया। इसका जवाब नहीं मिला। अब गया सिंह जी यह जानना चाहते थे कि वर्तमान सरकार ने क्या जवाब दिया। वह भी सुन लीजिए।

उपसभाध्यक्ष (श्री मोहम्मद सलीम): नहीं, इससे पहले मैं आपको एक बात कहूं कि आप प्रश्न रख दीजिए।

श्री महेश्वर सिंह: कर रहा हूं सर। हो गया सर। यह बस एकदम अंतिम है क्योंकि ये जानना चाहते हैं। मैंने भी यही सोचकर यह प्रश्न किया था कि अब तो सरकार बदल गयी है। जो वायदा पूरा नहीं कर सके वे चल बसे। अब नयी सरकार आयी है तो कोई नया जवाब देगी। लेकिन आपने, जो 17 जुलाई को मंत्री जी ने जवाब दिया उसकी ओर ध्यान ले जाना चाहूंगा। मैंने जानना चाहा था कि क्या सरकार द्वारा गठित मंत्रि मंडल उप समिति ने केन्द्रीय सड़क निधि में वृद्धि करने संबंधी अपना प्रतिवेदन प्रस्तुत कर दिया है? यदि हां, तो कब और यदि नहीं तो क्या सरकार इस कार्य को समयबद्ध रूप से करेगी ताकि इस संबंध में संसद दोनों सदनों द्वारा पारित प्रस्ताव को कार्यान्वित किया जाए? मंत्री जी ने जवाब ''क'' भाग का दिया, ''जी नहीं''। ''ख'' भाग का दिया, ''प्रश्न ही नहीं उठता'' और ''ग'' भाग का उत्तर दिया कि मंत्री दल के लिए संशोधित नोट मंत्रिमंडल सचिवालय भेज दिया गया है। अत: इस मामले में कोई भी निश्चित समय बता पाना अभी संभव नहीं है। तो देख लीजिए गया सिंह जी उत्तर में कोई फर्क नहीं है। आप भी उन्हीं पदचिन्हों पर चल रहे हैं। इसलिए मैं वर्तमान सरकार से चाहूंगा कि जब दोनों सदनों ने एक प्रस्ताव सर्व सम्मति से पारित कर दिया है और यह प्रस्ताव सरकारी था कोई निजी प्रस्ताव नहीं क्योंकि सरकार को आज विचार करना है इसलिए इसको इंप्लीमेंट करिए ताकि जो सड़कों की दुर्दशा है उसमें सुधार हो सके, और मैं जानना चाहूंगा कि कब तक आप इसको इंप्लीमेंट करेंगे, निश्चित उत्तर दीजिए।

उपसभाध्यक्ष (श्री मोहम्मद सलीम): मिनिस्टर टु रिप्लाई ...(व्यवधान) यह हाफ एन आवर डिसकशन है। मंत्री जी जवाब देंगे फिर आप उसके ऊपर कोई प्रश्न पूछेंगे, स्पष्टीकरण पूछेंगे तो फिर मंत्री जी जवाब देंगे।

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G.^VENKATRAMAN): Sir, the hon. Member has not completed the entire chronology of events. I must first narrate the entire chronological history; then only he will understand.

SHRI SATISH AGARWAL (Rajasthan): Sir, the Minister ...*(Interruptins).*

उपसभाध्यक्ष (श्री मोहम्मद सलीम): सतीशजी, मंत्री जी को बोलने दीजिए।

SHRI T.G. VENKATRAMAN: It is correct that on 13.5.1988 the Revised Resolution was passed by Parliament. Five per cent of basic price of petrol and diesel consumed in a State to constitute CRF and $35^1/_2$ per cent to be utilised for National Highways and 64 per cent for *Slates...(Interruptions).* Sir, interruptions have become the rule. On 27.7.1992 a meeting of the Cabinet was held to consider the Ministry's note for implementing the Revised Resolution. The Cabinet took a decision to refer the matter to the Group of Ministers. On 2.9.1992—it is very important; this date is very important; my friend has said, ""Hopeless"; let him have some hope in our Ministry—in the meeting of ...*(Interruptions)...* Group of Ministers the Ministry was asked to obtain legal position as to the implementation of the Resolution passed by Parliament. On 26.3.1993 the Lok Sabha Speaker gave a ruling saying that the Resolution was binding on the executive and in case of any difficulty in implementing it, the Resolution should be got annulled by Parliament. That was the ruling of the Speaker. Then on 23.4.1993 a Cabinet note was submitted to the Cabinet Secretariat for seeking further directions of the Cabinet. On 28.S.1993 the Cabinet asked the Ministry to consult the Attorney General and also give the rationale for a separate Road Fund.

On 26.9.1993 the Attorney General gave his opinion. On 16.12.1993 the Ministry sent a note to,the Cabinet....*(Interruptions)...*

THE VICE-CHAIRMAN (SHRI MD. SALIM): Kindly listen to the chronological events. ...*(Interruptions)...*

SHRI SATISH AGARWAL: How much is the Central Road Fund? ...*(Interruptions)...*

SHRI T.G. VENKATRAMAN: Wait a minute. You want me to answer the questions. When I am answering why are you interrupting?

THE VICE-CHAIRMAN (SHRI MD. SALIM): He will answer all the questions.

SHRI T.G. VENKATRAMAN: On 21.12.1993 the Group of Ministers desired that the Ministry might send a note incorporating the actual expenditure incurred in the road sector in the last few years. ...*(Interruptions)...*

SHRI SATISH AGARWAL: What is the latest position?

SHRI T.G. VENKATRAMAN: Why are you in a hurry? I will come to that. I am mentioning what actually happened, then only you will understand. The GOM felt that the intention behind it and the spirit of Resolution to constitute the CRF was fully or even more than met by the Plan allocation. On 17.5.94, a detailed note sought by the GOM was sent by Minister (SFT) to the Chairman of Group of Ministers. It was sent by the then Minister. On 12.9.94, figures relating to expenditure on the Central Road Sector from the Sixth Plan were furnished to the Planning Commission for revising the earlier note. Again on 24.11.94, a reminder was sent by the Minister to the Chairman of the Group of Ministers for expediting the decision. Again on 7.4.9S, a note for consideration was sent to the Cabinet Secretariat. This was to fill up the posts. On 21.4.94, the note was returned by the Cabinet Secretariat. It asked the Ministry to consult the Planning Commission, the Ministry of Finance and the Ministry of Petroleum and incorporate their comments in the note. It kept on dragging. On 19.7.95, a draft note for the GOM was circulated to the Planning Commission etc., for comments. Now my prt comes. On 15.11.95, comments of all the organisations concerned were received. But nothing happened. On 12.7.96, the note for the GOM was forwarded to the Cabinet Secretariat. We had sent a note. On 12.7.96, the matter was raised in the Lok Sabha and Speaker, Lok Sabha made strong observations. On 19.8.96, a reminder was sent to GOM to expedite the decision. We had sent a reminder. On 2.9.96, a reply was received from the Cabinet Secretariat which said that since the matter assumed urgency, a note may be brought forward for the consideration of the Cabinet. They were asked to submit a note again. On 3.9.96, the note for the Cabinet ,was under submission. Now we are ready with the note. Since, the hon. Members wanted to express their views and since it is a very important issue, we wanted to incorporate their feelings also in the note and then send it to the Cabinet Secretariat.

श्री महेश्वर सिंह: उपसभाध्यक्ष जी, मेरा तो एक ही प्रश्न है। यह तो सब मालूम है कि कई बार कैबिनेट में गया, कई बार उप समिति बनी, कहीं कुछ हुआ, मैं सिर्फ इतना जानना चाहता हूं ...(व्यवधान)

उपसभाध्यक्ष (श्री मोहम्मद सलीम): सतीश अग्रवाल जी, महेश्वर सिंह जी बोल रहे हैं।

श्री महेश्वर सिंह: महोदय, मैं सिर्फ इतना जानना चाहता हूं कि जब दोनों सदनों ने एक प्रस्ताव पारित कर दिया और प्रस्ताव भी निजी नहीं, बल्कि सरकारी प्रस्ताव है, तो क्या आप इस प्रस्ताव को कब इंप्लिमेंट करेंगे, यह सीधा-सीधा बताइये? यह कैबिनेट में जाना है, कैबिनेट सुप्रीम है या माननीय सदन सुप्रीम है, यह बताइये?

THE VICE-CHAIRMAN (SHRI MD. SALIM): Mr. Minister, there are three or four names. Let the Members put their questions and then you can reply ...*(Interruptions)...* Mr. Satish Agarwal, I will go by the list. You can send your name also. Please go back to your seat ... *(Interruptions)...*

SHRI SURINDER KUMAR SINGLA (Punjab): The latest position is that two notes have been sent. The hon. Minister says that he has sent two notes. What is the fate of this note? Second, what is the total amount of the Central Road Fund that has been collected till date? That is, from 27th May, 1988 till date, how much has been collected? Third, what is the share of the States? Fourth, has any amount been spent out of the Central Road Fund? Fifth, have the State asked for their quota from the Central Road

Fund? My information is that certain States have not sent in their allocations. These are my questions. I would like to add that road is a very important infrastructure and it has to be developed. I strongly support what Mr. Maheshwar Singh has said. Let the date be announced today. Let us not go on narrating what has happened in the past. We are interested in knowing the date when this would be implemented. Thank you.

SHRI JOHN F. FERNANDES (Goa): Mr. Vice-Chairman, Sir, the hon. Minister has rightly mentioned the web that he is caught in. He has got trapped in the bureaucratic procedure and redtapism. The hon. Minister mentioned that the Government had come before the Parliament to amend the National Highways Act. The Parliament has authorised the Government with that legislation. But so far, not a metre of road has been added to the national network.

Now, we are talking of funds. We know that the Government-of India don't have funds. Sir, because of bad condition of the national highways, both State and national, throughout the country, the country is wasting about Rs. 3,000 crores worth of petroleum products. When I say petroleum products, I am talking in terms of foreign exchange. Sir, it is a drain of foreign exchange on national exchequer. The Government's policy is that the core infrastructure should be privatsed. Could the Minister throw some more light—instead of putting up the flies up and down from one department to another department—as to what steps his Ministry has taken to see that these national highways are privatised.

Sir, I remember that my colleague Shri Ramakant Khalapji who is present here in his maiden speech raised the issue of Colva bridge in Goa. It is pending for so many years. In fact, it was started when Shri Jagdish Tytler was the Ministry of Surface Transport. We are still going by the PWD manual which is a century old. It is a legacy of the British. They have changed it and we have not because it suits us. It suits us because we get kickbacks and commissions. So, no bridge can be completed on time. Sir, the best example is the Metro Railway in Calcutta, the State from which you hail. The total cost of this project was Rs.22 crores and it went to Rs. 1,300 crores and it took much more time. Keeping that in view, I approached Shri Jagdish Tytler and told him to give this project on BOLT (Build Operate Lease and Transfer) basis. Sir, small countries around us, like Bangladesh, Nepal and Sri Lanka are adopting this method. Why are we not adopting it despite the law having given it in the hands of the Government? Sir, in the morning I wanted to seek some clarifications from the hon. Minister during the Question Hour. We were talking about national highways and bypass. We don't have any policy in this country to maintain the national highways. We build these highways and there is encroachment. The Government acquire only about 30 metres of land, i.e., IS metres either side from the centre, and the land is encroached upon by illegal encroachers. This becomes their settlement because nobody is there to protect this land. Sir, in foreign countries this land is reserved for green belt and settlement is not permitted on that site of land. I want to know from the hon. Minister whether he would implement the recommendations of the Standing Committee, in this regard. I myself put a proposal that land around the national highways may be chosen for green belt and no settlement should be permitted. You can have the social forestry there by using the backward communities. Will the Government see to it that it is implemented? We have passed the law and there is no response from the Government. I would like the Minister to clarify these points.

THE VICE-CHAIRMAN (SHRI MD. SALIM): Mr. V. Narayanasamy. Please put short questions, as Mr. Singla did.

SHRI V. NARAYANASAMY (Pondicherry): Mr. Vice-Chairman, Sir, thank you for giving me this opportunity. The hon. Minister has given a favourable reply to the question put by Shri Maheshwar Singhji. Sir, the Government of India in its policy has allowed private investment for maintenance and development of national highways. As per our calculations, in 1994, we had about 32,000 kilometres of road and we need about Rs.54,000 crores for the purposes of completing the national highways and State highways. Since funds were not available, the Government wanted private investment in this sector. Sir, I

would like to know from the hon. Minister, though it is a very general question, whether there are encouraging reports about the entry of private sector and making investment in the. national highways. I was told that some national highways have been given to the private sector. I want to know about their present status. Sir, the Ministry of Surface Transport wants some share of the Excise and Customs Duties.

Sir, it is unfortunate that a tussle is going on between the lately it had to go to th

of Ministers, and therefore Finance Ministry and the Surface Transport Ministry. The issue was not resolved and ultimately it had to go to the Cabinet, to a group of Ministers, and thereafter it was referred to the Cabinet once again and it was tossed. Some clarifications were sought by the senior Member who is now a Minister, Shri Indrajit Gupta, when the issue came. He wanted to know whether it was excise and customs duty and whether it was the basic price or the old price. Roads are being used by motor vehicles. Today the national highways are in a very bad shape because of poor maintenance. I think, the hon. Minister will agree with me. If the resolution is passed, a question arises now as to what will be the total amount going to be accrued every year to the Surface Transport Ministry? In 1988 the then Minister had said that it was Rs.250-300 crores. According to our calculation, I do not know if I am correct, it may reach Rs. 1,000 crores or even more because the consumption of petrol and diesel by the people is much more. That being the case, the Surface Transport Ministry, instead of going to the Finance Ministry for more funds, can complete some of the national highway schemes and maintain other national highways which very important. Sir, in the last Budget, only Rs.721 crores were alocated which is peanuts as 95% of it has been given only to development and maintenance of roads. The Minister is trying to shy away by saying that the Cabinet has to decide. The Government is a continuing entity. The Minister cannot blame other Governments. They also tried. Because of the tussle going on between the Finance Ministrty and the Surface Transport Ministry, there is no end. Inter-Ministerial problems are there. I want the hon. Minister's catgegorical reply. I know his problems also. I want to know when he is taking it to the Cabinet for a decision. The Minister replied to a question about two months ago. The same reply was given by the hon. Minister. It is a serious matter. It will amount to contempt of the House. When both the Houses adopted a resofution, it is for the Ministry to implement it. The Speaker also gave a ruling. I want his categorical reply on two things. One, what will be the accruals on the road fund? Two, when is he going to implement it?

SHRI GURUDAS DAS GUPTA (West Bengal): Can I raise a point of order? Sir, the time allotted by the Business Advisory Committee was half an hour. We started discussion at S.10 p.m. and it is already 5.40 p.m. There is an important matter to be discussed. I would like to know from you how long it will take to finish so that we can take up that matter also.

THE VICE-CHAIRMAN (SHRI MD. S ALIM): It depends on the volume of speeches made by the Members.

श्री जलालुद्दीन अंसारी (बिहार): उपाध्यक्ष महोदय। महेश्वर सिंह जी ने जो सवाल उठाया है, वह बिल्कुल सही है। पार्लियामेंट के रेजोलूशन के बावजूद केन्द्रीय मंत्रीमंडल उसे लागू नहीं कर रही है और यह सबसे बड़े दुख की बात है। यह बहुत ही महत्वपूर्ण विषय है। पूरे देश में खासकर जो राजमार्ग है और यह जी.टी. रोड, जो कि बहुत ही पुराना है और जो नए मार्ग बने हैं, उनकी हालत खराब है। जी.टी. मार्ग जैसी सड़क की हालत तो बहुत ही खराब है। यहां बहुत सारी दुर्घटनाएं होती हैं।

महोदय, यह मार्ग यातायात का एक बड़ा साधन है। इन राजमार्ग के रख-रखाव के लिए सेंट्रल रोड फंड के माध्यम से जो पैसा मिलना चाहिए और जो उनकी देखभाल होनी चाहिए, वह नहीं होती है। तो मैं यह जानना चाहता हूं, मेरा पहला प्रश्न है माननीय मंत्री जी से आपके माध्यम से कि क्या कठिनाई है कि संसद का प्रस्ताव पारित होने के बाद भी केन्द्रीय मंत्रिमंडल एक के बाद एक रिपोर्ट पर रिपोर्ट दे रहा है। यह जो ऐवरलास्टिंग इनकी रिपोर्ट है, यह कब तक हमारे मंत्री जी खत्म करेंगे और इनका मंत्रिमंडल खत्म करेगा और ये इस पार्लियामेंट के रेजोल्यूशन को कब तक लागू करने जा रहे हैं? मैं चाहता हूं कि मंत्री जी एक निश्चित अवधि बताएं, एक टाइम बाउंड प्रोग्राम रखें कि इतनी अवधि में हम इसको कार्यान्वित करने जा रहे हैं?

दूसरा मेरा सवाल है कि जो राशि, पैट्रोल की कीमत का जो एक अंश देने का है, ऐसे कितने राज्य हैं जिन्होंने उसे सैंट्रल रोड फंड को नहीं दिया है, उसकी भी हमें जानकारी दें? ...(व्यवधान)...

†[श्री जलालुद्दीन अंसारी (बिहार): उपाध्यक्ष महोदय। महेश्वर सिंह जी ने जो सवाल उठाया है, वह बिल्कुल सही है। पार्लियामेंट के रेजोलूशन के बावजूद केन्द्रीय मंत्रीमंडल उसे लागू नहीं कर रही है और यह सबसे बड़े दुख की बात है। यह बहुत ही महत्वपूर्ण विषय है। पूरे देश में खासकर जो राजमार्ग है और यह जी.टी. रोड, जो कि बहुत ही पुराना है और जो नए मार्ग बने हैं, उनकी हालत खराब है। जी.टी. मार्ग जैसी सड़क की हालत तो बहुत ही खराब है। यहां बहुत सारी दुर्घटनाएं होती हैं।

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दूसरा मेरा सवाल है कि जो राशि, पैट्रोल की कीमत का जो एक अंश देने का है, ऐसे कितने राज्य हैं जिन्होंने उसे सैंट्रल रोड फंड को नहीं दिया है, उसकी भी हमें जानकारी दें? ...(व्यवधान)...

†[شری جلال الدین انصاری (بہار): اپادھیکش مہودے۔ مہیشور سنگھ جی نے جو سوال اٹھایا ہے وہ بالکل صحیح ہے۔ پارلیمنٹ کے ریزولیوشن کے باوجود کیندریہ منتری منڈل اسے لاگو نہیں

کی بھی ہمیں جانکاری دیں۔ ... "مداخلت"...†

श्री सतीश अग्रवाल: लागू ही नहीं हुआ तो स्टेट्स देंगी कहां से? सैंट्रल गवर्नमेंट ने 1988 से लागू ही नहीं किया।

श्री जलालुद्दीन अंसारी: लागू ही नहीं किया। तब तो कोई सवाल ही नहीं उठता। इसी में से एक सवाल उठता है कि जो भी राशि इनके पास आती है, उसमें से ड्यू शेयर यह राज्यों को देते हैं कि नहीं देते हैं?

तो हम चाहेंगे कि उस प्रस्ताव को, जो संसद ने पास किया है, एक निश्चित अवधि के अंदर केन्द्रीय मंत्रि-मंडल उसको अमल में लाए और उसकी तिथि क्या होगी, यह मंत्री महोदय सदन को बताएं।

†آنریبل جلال الدین انصاری: لاگو ہی نہیں کیا تب تو کوئی سوال ہی نہیں اٹھتا۔ اسی میں سے ایک سوال اٹھتا ہے کہ جو بھی راشی انکے پاس آئی ہے اس میں سے ڈیو شیئر یہ راجیوں کو دیتے ہیں کہ نہیں دیتے ہیں۔

تو ہم چاہیں گے اس پر ستاؤ کو جو سنسد نے پاس کیا ہے ایک نشچت اودھی کے اندر بندوبست منتری منڈل اسکو عمل میں لائے اور اسکی تتھی کیا ہوگی یہ منتری مہودے سدن کو بتائیں۔

"ختم شد"†

उपसभाध्यक्ष (श्री मोहम्मद सलीम): श्री रामदेव भंडारी: केवल सवाल पूछिए।

श्री रामदेव भंडारी (बिहार): धन्यवाद महोदय। मंत्री जी ने यह जो तारीखों की एक लम्बी सूची पेश की है, मैं समझता हूं कि इसमें इनकी तारीखें एक या दो हैं, बाकी तारीखें पूर्व मंत्रि-मंडल की हैं और मेरा पूरा विश्वास है कि मंत्री जी ने जो तारीख दी है और जिस गति से मंत्री जी काम कर रहे हैं, यह जो बरसों से सैंट्रल रोड फंड का मामला लंबित है, उस मामले को मंत्री जी शीघ्र ही हल करेंगे और महेश्वर सिंह जी ने जो यह मामला उठाया है, यह बहुत ही महत्वपूर्ण मामला है।

महोदय, 1995-96 में बिहार ने 166 लाख रुपया मांगा था और मिला कितना 25 लाख और 1995-96 में 15 करोड़ रुपया रोड फंड में था! महोदय, उत्तरी बिहार और बाढ़, दोनों में बड़ी गहरी दोस्ती है। उत्तरी बिहार में बाढ़ आती है बड़े पैमाने पर ...

उपसभाध्यक्ष (श्री मोहम्मद सलीम): सवाल सड़क पर रखिए।

کر رہی ہے۔ اور یہ سب سے بڑی دکھ کی بات ہے۔ یہ بہت مہتو پورن وشے ہے۔ پورے دیش میں خاصکر جو راج مارگ ہیں اور یہ جی۔ ٹی روڈ جو کہ بہت ہی پرانا ہے اور جو نئے مارگ بنے ہیں انکی حالت خراب ہے۔ جی۔ ٹی۔ مارگ جیسی سڑک کی حالت تو بہت ہی خراب ہے۔ یہاں بہت ساری گھٹنائیں ہوتی ہیں۔

صہودے یہ مارگ یاتایات کا ایک بڑا سادھن ہے۔ ان راج مارگ کے رکھ رکھاؤ کیلئے سینٹرل روڈ فنڈ کے مادھیم سے جو پیسہ ملنا چاہئے اور جو انکی دیکھ بھال ہونی چاہئے وہ نہیں ہوتی ہے۔ تو میں یہ جاننا چاہتا ہوں میرا پہلا پرشن ہے مانیہ منتری جی سے آپکے مادھیم سے کہ کتنا ہی ہے کہ سنسد کا پرستاؤ پاریت ہونے کے بعد بھی کیندریہ منتری منڈل ایک کے بعد ایک رپورٹ پر رپورٹ دے رہا ہے۔ یہ جواب ابھی تک رپورٹ ہے یہ کب تک ہمارے منتری جی ختم کریں گے اور انکا منتری منڈل ختم کریگا اور یہ اس پالیمنٹ کے ریزولیوشن کو کب تک لاگو کرنے جا رہے ہیں۔

میں چاہتا ہوں کہ منتری جی ایک نشچت اودھی بتائیں ایک ٹائم باؤنڈ پروگرام رکھیں کہ اتنی اودھی میں ہم اسکو کاریانوت کرنے جا رہے ہیں۔

دوسرا میرا سوال ہے جو راشی۔ پیٹرول کی قیمت کا جو ایک انش دینے کا ہے۔ ایسے کتنے راج ہیں جنہوں نے اسے سینٹرل روڈ فنڈ کو نہیں دیا ہے اس

†[Transliteration in Arabic Script.]

उपसभाध्यक्ष (श्री मोहम्मद सलीम): सवाल सड़क पर रखिए।

श्री रामदेव भंडारी: और सड़कों की जो दुर्दशा होती है, वह हम जानते हैं। तो मैं उम्मीद करता हूं, बल्कि मुझे पूरा विश्वास है, कि यह मंत्रि-मंडल और मंत्री जी इस संबंध में शीघ्र ही निर्णय लेंगे और सैंट्रल रोड फंड का जो 1988 में फैसला हुआ, जो राजेश पायलेट जी ने फैसला लिया, जो संकल्प लिया सदन में, उसको लागू कराएंगे, ऐसा मेरा विश्वास है। धन्यवाद।

SHRI SATISH AGARWAL: Mr. Vice-Chairman, instead of going into all these details, the hard fact is that a Resolution passed by both the Houses of Parliament has not been put into operation or has not been implemented so far by the Central Government. This was meant for a specific purpose. My first question is: By what time the Minister can assure this House that this Resolution will be implemented by this Government? I mean by when a final decision will be taken by the Cabinet in this behalf? My second question is: What is the total opening balance under the head "Central Road Fund' as on date? Can the Minister give that figure? It is all right. ...*(Interruptions)*... If he gives an assurance and it is not implemented, it will go to the Assurances Committee. ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI MD. SALIM): Now, the Minister will reply.

SHRI T.G. VENKATRAMAN: Mr. Vice-Chairman, Sir, I heard the questions and also the suggestions made by the hon. Members. They have pointed out that the two Resolutions passed by the Parliament have not been implemented. I have just explained it chronologically. I think they would have understood it. Anyway, 1 am not shirking my responsibility, as Mr. Narayanasamy pointed out, why I cannot shoulder this responsibility because I am now in the Government and now I am in this particular Ministry. The last thing that I have stated in the chronological order is, when we have sent two reminders, we have been again asked to submit a report. We have drawn up a report, but since this half-an-hour discussion was there, I said, "You stop it. We will hear the Members' opinions. We will incorporate them in the report and we will send it on to the Cabinet." I am going to incorporate in it all that you have stated and I will send it on tomorrow. It will be before the Cabinet, and it is for the Cabinet to decide. Also I am taking all steps earnestly to see that I get more funds. As you have suggested, I will see that more funds are allocated and the resolutions are carried out. I will try my best and I will also plead for the resolutions and all that, I have a long list and if the Members want me to read it ...*(Interruptions)*...

SHRI SATISH AGARWAL: Mr. Minister, you give the details of opening balance and closing balance as on date.

SHRI T.G. VENKATRAMAN: I cannot give the opening balance and closing balance right now. I am saying plainly. I can only give details of allocations from 1989 onwards because you have asked about the allocations from 1989 onwards to various States under the Central Reserve Fund. I have got the entire list and it contains the details of nearely 28 States...

SHRI SATISH AGARWAL: What is the total amount collected and total amount allocated?

SHRI T.G. VENKATRAMAN: Sir, I cannot say about the total amount collected. Now, I have the details about what has been spent.

SHRI SATISH AGARWAL: You give us the total, separately.

SHRI T.G. VENKATRAMAN: I cannot calculate seperately now. I am not a computer. I can just tell you by reading ...*(Interruptions)*...

THE VICE-CHAIRMAN (SHRI M.D. SALIM): Agarwaljt, immediately he cannot calculate now. He has the list.

SHRI T.G. VENKATRAMAN: Sir, for 1989-90 it is about Rs. 906 lakhs; for 1990-91, Rs. 906 lakhs; for 1991-92, Rs. 585.7 lakhs; for 1992-93, Rs. 887.50 lakhs; for 1993-94, Rs. 1,000 lakhs; for 1994-95, Rs. 5,169.00 lakhs and for 1995-96, we spent Rs. 1,500 lakhs. This is what we have spent. I have information Statewise also. If hon. Members want, I will send them a copy of it but what has been collected I cannot give now. I will collect the information and pass it on to the House.

श्री महेश्वर सिंह: 1995-96 के लिए आपने कितना बताया मंत्री जी?

SHRI T.G. VENKATRAMAN: During 1995-96 we spent Rs. 1,500.00 lakhs.

श्री महेश्वर सिंह: महोदय, मैंने इस संबंध में एक प्रश्न पूछा था। प्रांतों को जो पैसा दिया गया वह टोटल 15 करोड़ है। मैंने पूछा था कि वर्ष 1995-96 के दौरान सेंट्रल रोड फंड के अंतर्गत भारत सरकार ने बजट में विभिन्न राज्यों को कितनी धनराशि देने का प्रावधान किया है? मेरी जानकारी के मुताबिक वह 15 करोड़ है।

SHRI T.G. VENKATRAMAN: What you have said is correct. I am not disputing that. As the hon. Member wanted about total money spent, I read it. For your sake it is only Rs. 15 crores. I am not denying it. It is in the records ...*(Interruptions)*...

SHRI JOHN F. FERNANDES: Sir, the Government came to the Parliament to amend the National Highway act to privatise. What has been done about it?

SHRI T.G. VENKATRAMAN: Regarding the bridge about which my learned friend is asking, 1 want to submit that it is a sickening thing. Seventeen years have been slept over. It is because the State Government has not taken any initiative. First, one contractor came, For two years he raised two pillars and went away. A second contractor came; he raised two pillars and went away. What is that we could do? Now, some important people as well as Parlimentarians came to my office and said: "You transfer it to Konkan Railway." How can I transfer it to Konkan Railway? They said: "Konkan Railway is constructing very good bridges, therefore, you can transfer." I said: "I will consider it; if there is any way," "I will do it." For seventeen year they have been sleeping over the matter. It is not question of the Government not parting with the funds. The bridge could not be constructed because they slept over the matter for seventeen years. It is their fault. It is not the Central Government's fault.

SHRI JOHN F. FERNANDES: Mr. Vice-Chairman, I did not ask about the bridge now. What I wanted to know was the Government came before the Parliament, after 1988, to amend the National Highways Act, to give these highways to private tenders. What have they done about it?

SHRI T.G. VENKATRAMAN: I will tell you. We have given Rs. 18 crores for Thane-Bhivani by pass. This by pass is now being carried out. We have given Rs. 24 crores to Udaipur by pass and this is being carried on and in other cases we have called for global tenders. It is under process and it will take sometime. I have assumed charge of the Ministry only three months back. How you could expect us to do more wonders?

SHRI JOHN F. FERNANDES: I am not asking you. I am asking the Government of India. Don't take it personally.

SHRI V. NARAYANASAMY: Sir, just one suggestion to the hon. Minister. I would request him. In the name of getting this Fund, don't increase the price of petrol and diesel.

SHRI T.G. VENKATRAMAN: It is not within my jurisdiction. I take your suggestion. I do not say that the price should be high. I take your suggestion. I will incorporate it in my report.

SHRI V. NARAYANASAMY: Thank you very much.

SHRI SATISH AGARWAL: Mr. Minister, please keep it in mind. The Resolution passd by both the Houses is a mandate of Parliament to the Government which, unfortunately, has remained unimplemented so far. For example, you mention in the books of accounts "E.&O.E." — errors and omissions exempted'. It is later on corrected. Similarly, the Government must now take a decision to realise this 5 per cent from the oil companies, as per the mandate of the Resolution, retrospectively. These are arrears of the Road Fund. That is why you should collect it retrospectively and then you should go in a big way for development of the roads in the country. Otherwise, it would amount to contempt of the House.

SHRI T.G. VENKATRAMAN: Sir, I do agree with the views expressed by Mr. Satish Agarwal on this matter. I am also of the same opinion. Whatever you have said, whatever you have suggested, should be carried out, I would plead for it. I would write in the report that it should be carried out.

SHRI SATISH AGARWAL: Thank you.

THE VICE-CHAIRMAN (SHRI MD. SALIM): We now continue with the discussion on the working of the Ministry of Steel and Mines. *(Interruptions)*

SHRI JOHN F. FERNANDES: Sir, Special Mentions have not been taken up for the last two days.

SHRI SURINDER KUMAR SINGLA: Sir, we will not be able to do justice to the discussion. It should be postponed for tomorrow. It is nearing 6 p.m.

SHRI JOHN F. FERNANDES: What about Special Mentions, Sir? They have not been taken up for the last two days.

THE VICE-CHAIRMAN (SHRI MOHD. SALIM): Mr. Femandes, you say that Special Mentions have not been taken up for the last two days. Every day, Members are not willing to sit beyond 6 p.m. They want to finish their own business. On Healf-an-hour discussion, you take more than one hour. Then you say that Special Mentions have not been taken up. If you are not ready to sit, what can be done? First let us complete the discussion on the working of the Ministry of Steel and Mines. Then we can take up Special Mentions if Members are there.

SHRI SURINDER KUMAR SINGLA: Sir, if you want to do justice to the discussion on the working of the Steel Ministry, you should postpone it for tomorrow. Otherwise, we will not be able to do justice. There are 6 speakers still.

SHRI JOHN F. FERNANDES: Six speakers are there. How can we complete it today?

THE VICE-CHAIRMAN (SHRI MOHD. SALIM): Mr. Agarwal wants to say something.

SHRI SATISH AGARWAL: Mr. Vice-Chairman, Sir, it is true that there are six speakers. It is also true that it would take time. But the problem is this. We have got only two days before we adjourn. Virtually, only one tlay remains, i.e. tomorrow, the 12th day after-tomorrow, i.e. the 13th, is Private Members' day. Therefore, I do not think, tomorrow...

THE VICE-CHAIRMAN (SHRI MD. SALIM): We have Calling-Attention.

SHRI SATISH AGARWAL: Calling attention. Tomorrow, you have the U.R Budget. You have the J&K Budget. You have got the Representation of the Bill (Amendment) Bill. Constitution (Amendment) Bill. You have got the Finance Bill. Appropriation Bill. All these things have to be disposed of tomorrow. The point is whether we sit till 12 midnight tomorrow, or, we sit for one or two hours more today and dispose of the business listed for today. This debate has been initiated today. It cannot be carried over. Let us sit for one or two hours more and complete this. That would be much better. Therefore, let the discussion be completed and let the hon. Minister reply to the debate today. All of us need not speak. It is not necessary that everyone should speak. I will not speak. I will ask the Member from my party not to speak. It can be done that way. Let it be disposed of today. As I said, we have a cushion of only one day. As I pointed out, there is a lot of business to be done tomorrow. Therefore, I think it would be proper and appropriate that we complete this today. Of course, I am in agreement with Mr. Singla otherwise. This is an important debate. It should be carried over. But we are short of time. That is the whole problem.

SHRI SURINDER KUMAR SINGLA: Does not Mr. Agarwal want the discussion to be held in a proper way and reply given? He is saying that he would not ask his Member to speak. He is asking others also not to speak. *(Interruptions)*

SHRI SATISH AGARWAL: In that case the Session has to be extended. But the Government is not agreeing to it. You are the supporting party. You do not press them to extend the Session. *(Interruptions)*

THE VICE-CHAIRMAN (SHRI MD. SALIM): Mr. Singla, your name is also there. Your name is also there in the list. If you all cooperate, we can complete the discussion.

SHRI SURINDER KUMAR SINGLA: Sir, I am requesting you to postpone it for tomorrow. It would take half-an-hour tomorrow. It is nearing 6 p.m. But if you wish to continue, it is all right. I am requesting you.

THE VICE-CHAIRMAN: (SHRI MOHD. SALIM): No need to repeat the same request. You have made the request. You have heard Mr. Agarwal also. What do the others say? *(Interruptions)*

SHRI JIBON ROY: Sir, it should be completed today. *(Interruptions)*

THE VICE-CHAIRMAN (SHRI MOHD. SALIM): Now, Mr. Jibon Roy, please. Please allow him to speak.

DISCUSSION ON THE WORKING OF THE MINISTRY OF STEEL AND INES—CONTD.

SHRI JIBON ROY (West Bengal): Mr. Vice-Chairman, sir, the economic policy compounded with the taxation policy and some other policy has brought great harm to the steel industry. If this is not reversed, it will ruin the steel industry.

Mr. Vice-Chairman, Sir, as you know, the status of women in the society indicates'of the cultural status of the nation. Similarly, the per-capita consumption of steel indicates the economic status of the society. In our country the per-capita consumption of steel is 17 kg. against the average per-capita world consumption of 143 kg. It speaks of the status of the steel industry in our country.

The Government of India adopted the mineral policy in 1993. Since that time I have noticed no exploration has been made in new areas. It was almost an utter failure.

Mr. Vice-Chairman, it has appeared in a number of newspapers yesterday and today that the Government has either decided or it is in the process of deciding to open the mining sector almost completely, totally to multinationals. Under the 1993 policy, mining was open to the private sector, but the opening to multinationals was restricted. Now this report has appeared. I request the hon. Minister either to deny it or to accept it. As the report has appeared, 75 per cent equity participation will be given to multinationals in the mining of iron-ore, metal-ores other than ironore, manganese, chromite-ore, bauxite, copper-ore and non-metallic minerals not elsewhere classified. All these areas are being opened to multinationals, and equity participation up to 75 per cent is being allowed. As it has appeared in the Press, the Cabinet has either decided this or it is in the process of taking this decision. I want the Minister either to deny this or to accept this.

Secondly, if this is a fact, it will ruin the self-reliance of our, country, I apprehend whether our freedom-loving people and democratic people will support your Government henceforth if this policy is adopted. It is very much important for our self-reliance and for our economy also.

Similarly, since the steel policy has failed, it has appeared in the Press that you are opening the steel sector aiso to multinationals and that 51 per cent equity participation is being given. As it has appeared in the Press, the areas are basic metal, alloy industries, manufacture of iron-ore pellets, pig iron, sponge iron, steel premier, semi-finished and finished, manufacture of semi-finished iron and steel products in the rolling mills, cold rolling mills etc. If it is true, the situation now is that our self-reliance is now being abandoned. Remember that if you do that, you will be answerable to the entire nation. I want you to reply to this in affirmative or in negative terms.

Since the per-capita consumption of steel is 17 kg. in our country, I am not opposing the decision of the Government to open the steel industry to the private sector.

6.00 P.M.

There was a thinking that money will flow in like water from everywhere, but what has been the capacity addition in SAIL during the last five years? What is the growth of steel production in our country? From 1986-87 to 1995-96, the total growth in the production of steel has been around 80 per cent and the capacity addition has been 50 per cent. The rate of growth in its production will be around 3 per cent and the rate of growth of capacity addition will be near about 2 per cent. During the last five years the capacity addition to the integrated steel production comes to the same figure. In the private and small-scale sector, there has been no growth. Rather there has been a decline. If you leave out the expansion of TISCO and Vasakhapatnam Steel Plants, which had been opened up by the earlier Government before this policy was adopted, not a tonne of capacity addition has been there in the steel sector after the adoption of this new policy. Therefore, I request the Government to reconsider its policy. Year after year Finance Ministers have been making speeches saying that there will be no Budgetary support to the